

Mr. Herepath, in his journal, asks the Great Western chairman why the books of his company were not kept in ink but in pencil!—Luggage vans, constructed on a principle in which safety to the train and accommodation to the luggage are combined, are henceforth to be used on the London and North-Western and the Eastern Union lines. They are firmly bound and breasted with iron-work, and supplied with buffers so strong and screws so powerful and elastic that it must be a dreadful collision, it is thought, if any at all, that will snap them. The interior is divided into compartments for different stations, and the guard is provided with a room next the train, a power-break, and a good look-out ahead.—The lives of passengers in general and of about a dozen of poor masons or other workmen in particular, were lately put in jeopardy by the insufficiency and the consequent dilapidation and fall of a bridge over the Norfolk line, opened on Monday week. A sinking having previously taken place, Mr. Merritt, the sub-contractor, was ordered to take it down, and the men were engaged in dilapidating the bridge, after dark, by the light of large fires on the crown of the arch, when the whole mass fell into ruins, and the men were much injured and scorched while falling, and mingling with the rubbish and burning fuel.—A "disastrous slip" on the Whitehaven Railway was reported at Carlisle last week, but contradicted by the *Cumberland Packet* of 8th instant. The same authority informs us that Messrs. Townsend, the contractors for forming that portion of the Whitehaven and Furness Junction extending from Corkisle, adjoining Whitehaven, to beyond St. Bees, have commenced operations, and calculate on a great accession of strength to their force. Mr. Sealby, of Hensingham, the contractor for erecting the temporary wooden buildings at the Whitehaven station, is pushing forward that work; but the masons at the new railway hotel, contiguous to the station, have been much retarded by the frost. Messrs. Ritson, the railway contractors, have had two sections allotted to them on the Carlisle and Glasgow line, *viâ* Dumfries, situate, we understand, between Annan and Dumfries.—A vein of copper ore has been revealed by the tunnelling operations at Mossiel, in Ayrshire.—There are now employed on the works of the Waterford and Limerick Railway, in and about Limerick, 120 carpenters, at wages varying from 3s. 4d. to 4s. per day; 52 smiths, earning from 3s. 10d. to 4s. per day; 250 masons, at 4s. 4d.; and 50 labourers, at 1s. 6d.

ST. MARY'S CHURCH, MILFORD.

THE new district church of St. Mary, erected at South Milford, near Ferrybridge, at the expense of the Misses Gascoigne, aided by grant from the incorporated society, and lately consecrated, is a fabric built in the early English style of the 13th century, on a site presented by Lincoln College, Oxford, and Mr. B. Crossland, of Milford. The entire length of the church is about 90 feet. It comprises a nave and chancel, with a north porch, and an octagonal vestry on the north side of the chancel. At the west end of the nave is a gable-turret. The building is of Ashler dressed Huddleston-stone; the roofs being covered with Westmoreland slate and an ornamental ridge tile. The nave is 52 feet long by 27 feet wide; and the interior height is 37 feet. The roof is high pitched, and shows the ribs and framing, which are stained. The floor is paved with flags; and the seats, which afford accommodation for about 300 persons, are open. The pulpit is of carved oak, without any staircase in the church. The font is of Huddleston-stone, of a circular form, with a curved trefoil ornament. It stands near the north porch. The nave is lighted by seven lancet windows in the side walls, and two at the west end, surmounted by a rose-window: also a vesica-window over the chancel arch. These, as also the windows in the chancel, are glazed with cathedral glass. The doors are of oak, with wrought-iron work. The chancel is in length about 29 feet, in width 18 feet, and in height 17 feet. The roof is high-pitched, and open, the timbers being all shewn. The floor is paved with encaustic tiles. In the east wall is an arcade worked in stone, and surmounted by three lancet windows, and a Trinity window

at the extreme point of the gable. There are also three windows in the side walls of the chancel. Under the vestry is a chamber, in which hot water has been fixed, for warming the church. The designs were by Mr. Fowler Jones, architect. The builder was Mr. Benj. Bulmer, of Thorparch. The cost, it is said, will not exceed 1,500*l*.

Correspondence.

FACILITY OF COMMUNICATION.

SIR,—Permit me to direct your attention to the connection which exists between the objects of your publication, and certain social improvements which have been recently introduced amongst us, or what are now in progress towards practical development. These are,—

- 1st. The penny post and hourly deliveries in London.
- 2nd. The Parcel Delivery Company, Parcel Mail Company, and Post Parcel Company.
- 3rd. The halfpenny, penny, and twopenny, steamers.
- 4th. The twopenny, and threepenny, and penny a mile omnibuses.
- 5th. The Economic brougham and cabriolet Company, limited to 6d. per mile, and guaranteed against impositions.

It must be obvious, that all these communications for transit bring in a new state of things, as regards the facilities for a comfortable residence at a distance from the localities of ordinary occupation. A merchant, a tradesman, a clerk, or even a journeyman mechanic may, with such facilities at his command, have his dwelling in a healthy and open neighbourhood, two or three miles from the crowded centres of the metropolis, where it may be necessary to attend in the pursuit of his trade or profession. The value of property at a distance from these centres, will consequently be enhanced; and even the poorest classes enabled to enjoy healthful and commodious dwellings.

I am sure the subject only requires to be suggested to you, to lead you to concur in the opinions above expressed, and to induce you to direct the attention of the owners of property, and of the public generally, to the great interest they have in promoting the success of these signal improvements. X. Y. Z.

CART NAVES—OVENS.

SIR,—Can your readers inform me what is the best mode of obtaining good cart naves in the rough, without cracks? I have cut elm, oak, and chestnut, at different times of year, in foot lengths; steeped them in water, covered them with cowdung! Some with and some without an auger hole, and still they crack.

They do not seem to make any the worse wheels for all that, but still, if there is a way of preventing the rending, I should like to know it.

Is an oven-builder correct in saying that it is madness to build an oven with *fire brick*? it would burn the bread! but that soft, half-burnt brick is the only thing to make a job!

N. M.

RESPONSIBILITIES OF SURVEYORS.

SIR,—Are the parties furnishing quantities for an estimate, and *paid for the same*, liable for the differences, should they be found to any extent deficient? G. P.

Bristol.

•• We have no doubt they are.

REMISSION OF DUTY ON WOODS.—Several persons have addressed us, with much reason, on the bit-by-bit remissions of duty on woods which have been made, and the want of that comprehensive view of the subject, which ought to have been taken. Locust treenails, and greenheart and Mora wood, are now admitted free of duty, in accordance with a recommendation of the Board of Trade.

HOT AND COLD BLAST IRON.—We are informed that a series of experiments recently made under the direction of Mr. Stephenson, fully bear out a statement which appeared in our pages, that hot blast iron is superior to cold blast, when properly made, although the reverse has been always considered to be the case.

Miscellaneous.

PAPER-HANGINGS.—In an able lecture on industrial art, recently delivered in Worcester, and which we are glad to hear is likely to lead to the establishment of a school of design there, Mr. Wallis said:—"Some years ago, an eminent French artist came to this country, bringing two others with him, the one a practical designer and the other a mixer of colours, for the purpose of setting up a French paper-hanging establishment. These paper-hangings were at that time very expensive; and the artist thought that if he could establish a manufactory in London, he should be enabled to furnish a superior article at a cheaper rate; he was encouraged by several men of rank and wealth, and amongst others Mr. Rothschild engaged to support him to any amount. He took a building, got up designs, engaged good workmen with superior wages; he set to work, but in nine days after the establishment had got into fair play, the men struck—not on account of low wages, or any other unpleasantness, but as they said "because these Frenchmen have so many colours as there are days in the year, and we won't have any thing to do with them." The fact was, the men had been accustomed only to a certain number of colours, and any extension or improvement in that respect was looked upon as gross heresy. The consequence was, the manufactory was given up in disgust, and the principal of it was now one of the leading manufacturers in France, whose designs in house hangings were everywhere copied.

ABUSE OF ENGLISH MONUMENTS.—At the last meeting of the Archaeological Institute, Mr. Hudson Turner, in the course of a paper on the ancient decorative arts, called especial attention to a beautiful cast, exhibited by Mr. Willement, of the wrought-iron screen which formerly inclosed the monument of Eleanor, consort of Edward the First, in Westminster Abbey. This beautiful specimen of the iron-work of the 14th century was removed but a few years since, and is now rusting in the vaults or crypts of the Abbey. In Mr. Willement's opinion, he said, it is scarcely inferior in beauty to the celebrated work at Notre Dame. And Mr. Turner observed, it should possess great interest in the eyes of English archaeologists, as he had discovered that it was the undoubted work of an English Smith, one Adam de Leighton, of Leighton Buzzard, in Bedfordshire, who received 12*l*. for the entire fabric—equal to about 100*l*. of the present currency. It is to be hoped that under the auspices of the present dean this remarkable specimen of the excellent craft of a provincial smith in the old time may be either restored to its original position, or preserved from further possible mutilation or decay.

COMPETITION: EAST GREENWICH.—The designs for the intended new church at East Greenwich were sent in on the 3rd, and that by Mr. Brown, of Norwich, was selected out of a list of eight competitors. The cost is not to exceed 5,000*l*. Accommodation, 1,300, with a tower at the south-west angle. The seats are to be open. The exterior is to be faced with Kentish rag-stone.

BRIDGEWATER HOUSE.—The proposed application to Parliament for leave to use a certain portion of Cleveland Court, St. James's, leads to the inference that the new house is at last to be commenced. The design, by Mr. Barry, as exhibited a few years ago at the Royal Academy (including, it will be remembered, a massive and lofty campanile), has been considerably altered and reduced.

OPERATIVE BUILDERS'S ASSOCIATION.—It is proposed to form a society for the relief of decayed master tradesmen, and also for the purpose of relieving any of the mechanics connected with the several branches of building, in case of accident, loss of life, or protracted illness. We shall be glad to hear more from the promoters of it, when put into shape.

SURVEYORS MADE IN A MONTH.—A number of respectable persons in Bury and its neighbourhood, have been taken in by a person who undertook to make them competent surveyors for six guineas, in something less than no time. Having obtained the money, he decamped. The victims ought to have known better.

The Bishop of Gibraltar is taking measures for the erection of a Protestant Church at Corfu.